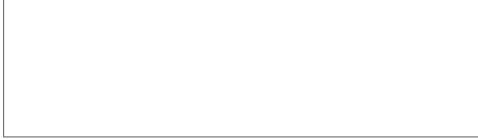


8 October 1958

STAT

**SUBJECT:**

25X1

STAT

Enclosure: Letter to**dated: 9 Sept. '58**

STAT

Dear

STAT

The discussions between [redacted] and Lockheed/Baird personnel indicated that new I. R. proposals were desirable because of recent developments in the program involving aircraft and equipment. These discussions were subsequent to the enclosed letter dated 9 Sept. '58 and in some ways negated the proposals we had in that letter.

Basically, we were asked for two proposals:

#3

1.



25X1

-2-

These proposals are enumerated and presented to you in the following details:

1. **Convert one basic U-2, or U-2 serial 389, to a two-man R & D [redacted] aircraft.**

25X1

This to include:

- a. **Provisions for rear operator including ejection seat. Seat itself to be GFE.**

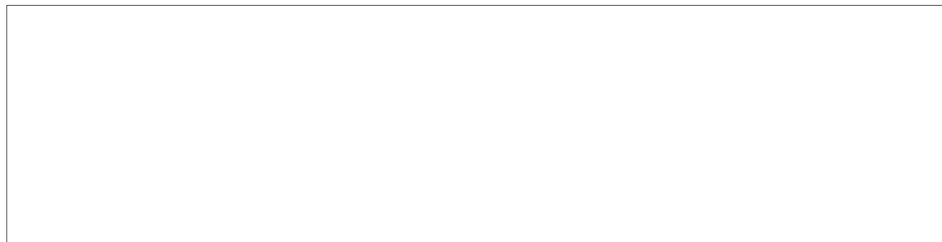
b.



25X1

25a

c.

A large rectangular box with a black border, used to redact information. It is positioned to the right of item 'c.' and above item 'd.'.

25X1

d.

- e. **Flight test instrumentation as installed presently in aircraft 389. Here the oscillograph and camera are GFE.**

Total price of above conversion ----- \$225,000.00

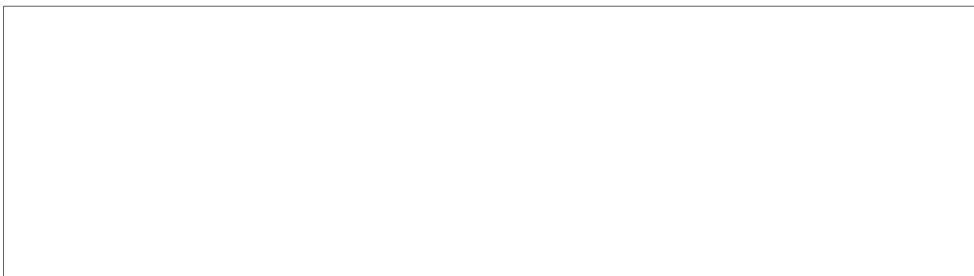
2. **Convert three U-2 aircraft to two-man tactical  aircraft.**

25X1

This to include:

- a. **Provisions for rear operator including GFE ejection seat.**

b.

A large rectangular box with a black border, used to redact information. It is positioned to the right of item 'b.' and above item 'c.'.

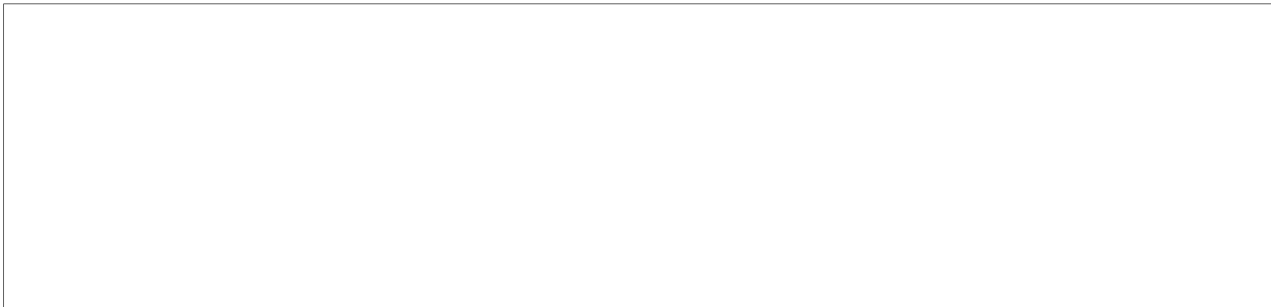
25X1

c.

d.

- e. **Flight test of each article before delivery to ARDC.**

Price of above conversion program --- \$1,124,240.00

A large rectangular box with a black border, used to redact information. It is positioned below the price line and above the final redacted box.

25X1

25X1

The timing of the above proposals would be as follows if a start is made in October '58.

Item 1 -		25X1 Feb. '59
Item 1 -		April '59
Item 1 -	With long wave length cells	June '59
Item 2 -	With three aircraft completed and operational	June '59

Very truly yours,

Clarence L. Johnson
Vice President,
Advanced Development Projects

CLJ:vl